



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

SECOND EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3028538 / 3028539

Address: 1732, 1812 and 1818 Broadway

Applicant: Weber Thompson Architects for Mill Creek

Date of Meeting: Wednesday, January 24, 2018

Board Members Present: Curtis Bigelow
Melissa Alexander
Barbara Busetti
Andrew Haas
Kenny Pleasant

Board Members Absent: None

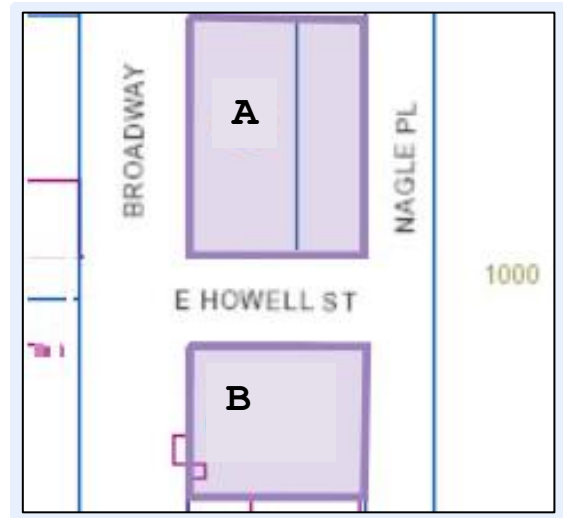
SDCI Staff Present: Crystal Torres, Land Use Planner

SITE & VICINITY

Site Zone: Sites A and B: Neighborhood Commercial NC3P-40

Nearby Zones: (North) NC3P-40
(South) MIO-105-NC3P-40
(East) MIO-105-NC3P-40
(West) LR3

Lot Area: Site A (North lot): 23,040 s.f.
Site B (South lot): 14,080 s.f.



Current Development:

The northern site (A) contains a surface parking lot on two levels, stepping down to the east, with a small parking attendant kiosk structure. The southern site (B) is occupied by the Bonney Watson Funeral Home/ Mortuary/Cemetery/Crematory, a long-time (1962) business in this location.

Surrounding Development and Neighborhood Character:

Both sites are located at the heart of a vibrant mixed-use neighborhood, along the Broadway corridor which is a defining feature of the Capitol Hill district. To the north are the Capitol Hill Station light rail headhouses that are under review for a series of mixed uses buildings, a plaza referred to as the Transit Oriented Development (TOD). To the east along Nagle Place is Cal Anderson Park. To the south is Seattle Central College.

Access:

Pedestrian access for all sites would be from the sidewalks on Broadway to the west and Nagle Place to the east. Separating the two site is Howell Street. For both sites, vehicle access is proposed from Nagle Place.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

1732 Broadway: Early Design Guidance proposal for a 6-story apartment building containing 87 units and retail at ground level. Parking for 23 vehicles to be provided below grade. Existing structure to be demolished.

1812 Broadway: Early Design Guidance proposal for a 6-story apartment building containing 137 units and retail at ground level. Parking for 114 vehicles to be provided below grade.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing **Public Resource Center**

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

No public comments were offered at this meeting.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned regarding the character of Nagle; that it should be scaled for pedestrians, and include retail and commercial spaces to support its function as a major pedestrian thoroughfare.
- Supported the design of the buildings reading as one development, with the caveat that the applicant carefully consider the scale, quality, and materiality at the ground plane.
- Asked for high-quality, small-scale retail on Broadway and an improved design of the Nagle Place edge that would activate the street-level with retail spaces, and if residential were to be included, that elevated stoops be incorporated, to give the units a degree of privacy without having the blinds closed continuously.
- Encouraged the applicant to take this opportunity to create a vibrant and engaging mix of uses along the park edge, as this project represented the last, best chance to restore the park to full health.

The following comments were provided by SDOT:

- Encouraged continuation of the Broadway bicycle lane and planter box treatment.
- Street trees required on all three street frontages.
- Concrete planting strips should be removed and filled with landscape treatment.
- Supported the proposed curbless street design on Howell, along with wider sidewalks.
- Supported a raised intersection at Nagle and Howell.
- Supported more pedestrian lighting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. Massing Exploration

- A. The Board was disappointed to be presented with what they saw as a single scheme with minor variations, rather than three distinct schemes that truly explored the possible variations that could occur on these two generously sized sites. The Board questioned the approach of treating the two buildings as related

rather than as unique buildings within this urban context. However, the Board ultimately accepted the design rationale for approaching these two sites as bookends that frame the Howell gateway to Cal Anderson Park. (CS2-B, CS2-C, PL2-D)

- B. The Board did not support the proposed design of the street edges, where the upper levels of the building overhang the two-story base. They were particularly opposed to this looming condition along the eastern 'Park' edge. (CS2-B, CS2-C, DC2-D)
- C. The Board would like to see a study of how these two buildings will become part of the built street wall around the park 'room', helping to define and relate to this extraordinary neighborhood focal point. The Board noted that the new Hugo House development is a commendable example of creating a solid, elegant section of this park frame. The east elevations of these two sites will be highly visible from the park. (CS2-B, CS2-C, CS3-B, PL2-D, DC2-D)
- D. The Board agreed that the Broadway street edge can readily accommodate the strong angular elevations suggested by the Option 3 concept. (CS2-B, CS2-C, DC2-D)

2. Design Concept

- A. The Board supported the concept of the Option 3 for both sites, using the Olmstead 'angle' or 'funnel' to inform the shape of the project (page 31), but did not see it truly extant in the proposal. The Board agreed that this design concept would need to become clearly legible in order to be successful. (CS2-B, CS3-A, DC2-B, DC2-E)
- B. The Board noted that the angular design concept should wrap all of the street elevations to create a clear and dramatic design. (CS2-B, CS3-A, DC2-B, DC2-E)
- C. The Board suggested that the Broadway elevations could best accommodate the more dramatic, exaggerated angular moves of the design concept. (CS2-B, CS3-A, DC2-B, DC2-E)
- D. The Board questioned the balcony projections as shown and noted that they diminish the strength of the angular architectural concept. (CS2-B, CS3-A, DC2-B, DC2-E, DC3-B)
- E. On the north site, the Board supported the courtyard configuration facing towards the park shown in Options 2 and 3, reminiscent of many courtyard apartment buildings in the Capitol Hill neighborhood. However, they were concerned that it lacked any presence or visibility from the street level or relationship to the park across Nagle Place. The Board specifically pointed out that the 20 feet of vertical separation between the courtyard and the Park compromised the ability to connect the open spaces. (CS2-B, CS3-A, DC2-B, DC3-B)

3. Streetscape and Edges. The Board pointed out the particular challenges and opportunities of this site, with three distinct edge conditions (Broadway, Howell and Nagle (the Park) that would merit three distinct responses.

- A. **Broadway.**

- i. The Board was supportive of the concept to draw attention to E. Howell Street and its connection to the park from Broadway, using the urban condition and angles to frame and highlight the Howell gateway. (CS2-C-1, DC3-B-3, Capitol Hill CS2-I-v)
- ii. The Board cautioned that the scale and dramatic architecture of the west elevations of both sites must work in tandem to successfully create this node at Howell. Particular attention to how these elevations meet and wrap the corner at Howell will be critical. (CS2-C-1, Capitol Hill CS2-I-v)
- iii. The Board agreed that the gateway concept could benefit from intentional asymmetry between the two buildings as they express this gateway. (Capitol Hill CS2-I-v)

B. Howell Street.

- i. The Board supported the idea of a “Park Gateway” on Broadway, connecting this principal thoroughfare to Cal Anderson Park through E. Howell Street, but questioned the “sharp angles” at street level, and whether enough was being done with the building form to make the proposed gateway and connection successful. (CS2, DC3)
- ii. The Board recognized the challenge presented by the slope of Howell, and encouraged a unique solution could be considered, in terms of the how the right of way meets the site with landscaping, terracing or other intervention. (CS2, PL1, DC3)
- iii. The Board discussed at length the unusual condition of the large streetcar transformer box located in the Howell right-of-way near the intersection with Nagle Place. Screening options of this box are limited; the Board recommended working with SDOT to understand options for incorporating art, murals, or decorative film to wrap the box and integrate it into the streetscape. The Board agreed that the building design abutting and around this box should appear intentional, rather than ignored. (CS2, PL1)

C. Nagle Place. The Board did not support the proposed treatment of the Park edge, agreeing that it was being shaped as an ‘alley’ or ‘back of house’ condition, rather than an important street and part of the overall composition. (CS2-A, CS2-B, PL1-B, PL2-B, PL3-B, PL3-C)

- i. The Board strongly agreed that these projects present the unique opportunity to connect the pedestrian circulation along Nagle Place between the light rail station, with the future TOD to the north, and the existing activity of the Pike Pine corridors to the south.
- ii. The Board acknowledged the safety concerns along this stretch of Nagle and gave guidance to design the treatment of this street edge with active uses, high transparency, lighting, and clear sight lines.
- iii. The Board was very concerned that both the proposed building massing concept and proposed residential uses along Nagle Place compromise this potential pedestrian link. The Board gave guidance to revise the design and uses to activate this corridor. The Board strongly recommended

including commercial uses, especially at the corners of the intersection of Howell and Nagle, to both activate this street and support Howell as more of a destination gateway.

- iv. The Board appreciated the effort to create a vertical cadence and scale shown along the ground level of Nagle and gave guidance to the applicant to fully develop this concept. The Board noted that the building overhang as currently shown undermines this concept.
- v. The Board did not support the location of housing units at street level on Howell or Nagle, pointing out that commercial spaces would be more appropriate. The Board offered to consider departures to make commercial viable on Nagle, where floor to floor heights could be challenging.
- vi. The Board supported the location of all trash within the buildings and not staged in the public Right of Way (ROW).

4. Landscape Design.

- A. The Board supported the tree lined street and significant landscape design thinking, including the curbless street design proposed along Howell to create a special sense of place and transition to the park. (CS1-D, CS2-A, DC4-D)
- B. The Board agreed the landscape concepts shown on page 34 of the packet were well developed and suggested that the landscape design strive to create the symmetry that differs from the building forms, to create an intentional link to the park. (CS1-C, CS1-D, DC4-D)
- C. The Board suggested that the components of the landscape design take cue and language from the park and Broadway and avoid creating yet another (third) set of design elements. Focus on integrating the landscaping into the neighborhood, which already offers significant reference points. (CS1-D, DC4-D)
- D. Regarding the catenary lighting, the Board noted that the intended activity along Howell should inform the lighting scheme. (DC4-C)

5. Character and Materials.

- A. The Board unanimously supported and approved of the use of the proposed brick as the predominant exterior material, citing its connection to the existing character of the neighborhood, and the appropriateness of a high-quality material on this large and important site (CS3-A, DC2-B/C/D, DC4-I.i, DC4-A)
- B. The Board also saw this material as critical to the success of the applicant's scheme to make the Broadway elevation a very simple composition of two materials with relatively shallow setbacks. (DC2-B/C/D, DC4-I.i, DC4-A)
- C. The Board suggested that the design of the south building integrate architectural references or details that nod to the current building located on site. The existing Bonney Watson building has long been a part of the neighborhood streetscape and represents a unique architectural period. (CS3-A, DC2-B/C/D, DC4-I.i, DC4-A)
- D. The Board agreed that thoughtful integration of the multicolored accents could reinforce the design concept. (DC2-B/C/D, DC4-I.i, DC4-A)

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with the proposed uses along Nagle street. Preference for active uses along the park edge to breathe life to this street. If live/work is pursued, these spaces should be designed to support viable business space and livability of the units.
- Discouraged use of cementitious panels.
- Encouraged depth at windows.
- Suggested straightening the geometry along Howell especially on the North side.
- Support for more brick, all materials should be high quality.
- Supported retail on Broadway, however, encouraged breaking up the retail to support smaller businesses.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Support for activating Nagle with retail uses.
- Concerned with lack of activation along Nagle and safety issues.
- Encouraged high-quality, small-scale retail on Broadway.
- Encouraged more “eyes on the street” along Nagle with active ground-level retail and elevated entries.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

- 1. Massing and Height, Bulk, and Scale:** Four out of five Board members agreed the overall massing and scale of development was appropriate for the project site. (CS2-D Height, Bulk, and Scale, *Capitol Hill* CS2-III-iv. Broadway Scale)
- 2. Architectural Concept and Façade Expression:**
 - a. The Board discussed the responsiveness to EDG 1 regarding direction to create a legible design concept. Though the Board acknowledged the design team’s efforts to evolve the angular concept, the Board unanimously agreed the original architectural concept was lost with the current design. The Board gave guidance to further refine the massing and articulation to create a clear design parti.

- b. The Board was specifically concerned with the following aspects of the design shown at this meeting (DC2-B Architectural and Facade Composition, CS2-D Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass):
 - i. Lack of a strong base to ground the playful upper stories;
 - ii. Lack of a clear relationship between the vertically undulating brick base and the horizontal undulation of the foreground massing volume;
 - iii. Too many small moves breaking up the parti; and
 - iv. Identical expressions for both buildings.
- c. The Board provided strong guidance with the overall goal of creating a simple, clear, elegant form (DC2-B Architectural and Facade Composition, CS2-D Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass):
 - i. Create a strong and consistent base expression, which would better support more playful upper stories.
 - ii. Simplify and reduce the massing moves in order to create a legible architectural identity.
 - iii. Create a different expression for each building with identities that relate to each other. The Board further clarified this could be a subtle distinction with material, fenestration, etc. The Board suggested the two buildings could have different brick colors: one white, one black.
- d. Broadway.
 - i. The Board supported the pedestrian scaled base expression and flexibility to allow for smaller retail bays. (CS2-III-v. Broadway Storefronts, PL3-I Human Activity)
 - ii. The Board discussed the design reference to the existing Bonney Watson structure. The Board was unconvinced by the vertical cues taken from the Bonney Watson colonnade, commenting that the proposed building and the existing Bonney Watson structure have a stronger horizontal expression. (CS3-B Local History and Culture)
 - iii. A majority of the Board was comfortable with the stepped awnings along Broadway as an appropriate response to grade change. (CS2-D-2. Existing Site Features, PL2-C-2. Design Integration)
- e. Howell.
 - i. The Board discussed the massing and articulation along Howell St., commenting that the undulating form seemed to diminish the openness of the street-level expression along Howell street by angling inward with the upper stories. The angles also pinched the width of Howell, rather than keeping it open. (PL1-A Network of Open Spaces, PL1-B Walkways and Connections, CS2-B-2. Connection to the Street, CS2-A-2. Architectural Presence)
 - ii. To resolve these issues, the Board directed the design team to pay special attention to how the angled façade would wrap from Broadway to Howell in a way that would support a generous open connection from Broadway to Cal Anderson Park. (DC2-B Architectural and Facade Composition, CS2-B-1. Site Characteristics, PL1-B-2. Pedestrian Volumes, CS2-A-2. Architectural Presence)
- f. Nagle.

- i. The Board clarified EDG 1 concerns regarding the hovering upper massing volume over the setback two-story base expression along Nagle. The Board clarified they were not opposed to a two-story base expression, but rather the initial looming condition presented at EDG 1. (CS2-D Height, Bulk, and Scale)
- ii. At EDG 2, the Board discussed the design response along Nagle, acknowledging the design team's efforts to move towards a more appropriate response to the site context by creating an active pedestrian link with live-work units, between the Light Rail Station/future TOD site and Cal Anderson Park. (PL3-B-3. Buildings with Live/Work Uses, L1-B-3. Pedestrian Amenities)
- iii. The Board was strongly in support of the integration of commercial at the corner of Howell and Nagle as a means of activating the park edge and Howell. (DC1-A Arrangement of Interior Uses, PL3-C Retail Edges)
- iv. The Board had significant concerns with the design and proportions of the one-story live/work space, which was designed as a 16-foot wide x 40-foot deep space. The Board was concerned the arrangement of interior uses would not support viable live/work. The lack of daylight would necessitate the front work-space to be used for live-space, contradicting the design intent for an active and lively response to the park edge. (PL3-B-3. Buildings with Live/Work Uses, CS1-B-2. Daylight and Shading, PL3-C Retail Edges)
- v. To resolve this issue, the Board directed the applicant to explore a two-story live/work expression that supports viable live- and work-space. (PL3-B-3. Buildings with Live/Work Uses, CS1-B-2. Daylight and Shading, DC1-A Arrangement of Interior Uses)
- vi. The Board directed the design team to revisit the design of the raised courtyard. As currently designed, the courtyard does not successfully relate to the park and does not create a clear distinction of residential levels above the second story. The Board was open to a possible design solution to bring the courtyard down to the street (creating an opportunity for an interior courtyard, green space, more retail seating etc.). Another possible solution is a consistent two-story massing along Nagle, with upper level setbacks above the second story. (PL1-A Network of Open Spaces, PL1-B-3. Pedestrian Amenities, DC3-A-1. Interior/Exterior Fit, DC2-B-1. Façade Composition, DC2-A-1. Site Characteristics and Uses, *Capitol Hill* (DC3-I Residential Open Space)

3. Streetscape.

- a. The Board discussed the streetscape design, focusing on Howell street and the connection to Cal Anderson Park. The Board continued to struggle with the angled cues taken from the park, as the angles were seen in plan view only, but from a pedestrian view the curvilinear shapes were much more prominent. The Board commented that the streetscape plan was not yet clearly relating to either Broadway or the park. (DC3-C-1. Reinforce Existing Open Space, DC3-II-i. Aesthetic Consistency)
- b. The Board acknowledged the challenge of accommodating the existing substation into the streetscape plan. However, the Board remained concerned with the offset connection to the park and asymmetry of the streetscape conditions. (DC3-C-1. Reinforce Existing Open Space, DC3-II-i. Aesthetic Consistency, PL1-B-1. Pedestrian Infrastructure)

- c. The Board gave direction to modify the design to (DC3-C-1. Reinforce Existing Open Space, DC3-II-i. Aesthetic Consistency, PL1-B-1. Pedestrian Infrastructure):
 - i. Clarify the alignment and connection to the park.
 - ii. Further refine the landscape plan to relate more closely to the surrounding character.
 - iii. Explore increasing the symmetry between the sidewalks along Howell St.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures will be based on the departure's potential to help the project better meet Design Guidelines priorities and achieve a better overall project design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, two departures were requested. The Board also discussed and unanimously agreed to being supportive of a departure request along Nagle Place for less than the 13-foot non-residential height standard, should commercial uses be proposed.

1. Street-Level Development Standards –Non-residential floor-to-floor height

(23.47A.008.B.4) The Code requires non-residential uses at street level to have a floor-to-floor height of at least 13 feet. The applicant proposes 9 feet 11 inches at the north building and 11'10" at the south building.

The Board was unanimously opposed to the requested departure, as the design and proportions of the one-story live/work space with minimal access to light resulted in a competing condition between the live and work spaces for access to light. The Board suggested a two-story live/work expression would create a more viable live/work condition. (PL3-B-3. Buildings with Live/Work Uses, CS1-B-2. Daylight and Shading, PL3-C Retail Edges)

2. Blank Facades (SMC 23.47A.008.A.2.B). The Code requires that blank segments of street facing facades between 2 and 8 feet above the sidewalk may not exceed 20 feet in width. For Building B (south site), a departure is requested to increase the blank segments to 28'2" along E. Howell Street, abutting the streetcar transformer box located in the ROW.

The Board unanimously supported the departure request, acknowledging the challenge of addressing this corner structure and the intent for additional pedestrian enhancements on the rest of the street frontage. The Board gave guidance to continue integrating this element into the streetscape refinements as the project progresses. (DC2-B Architectural and Facade Composition)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

Capitol Hill Supplemental Guidance:

CS1-I Energy Use

CS1-I-i. Heating/Cooling: Integrate new buildings and site with external direct heating/cooling system(s)

CS1-I-ii. Renewable Energy: Incorporate building-integrated renewable energy generation, provide for potential expansion with adjacent properties

CS1-I-iii. Meters: Provide individual, advanced meters for every residential unit

CS1-I-iv. Usage Feedback: Provide publicly visible displays of energy use

CS1-II Plants and Habitat

CS1-II-i. Habitat on Building: Enhance urban wildlife corridors by creating new habitat for insects and birds through design and plantings for green roofs, walls, and gardens. Maximize use of native species.

CS1-II-ii. Habitat in Right-Of-Way: Create habitat through right-of-way improvements and/or integrated green roofs and walls

CS1-III Water

CS1-III-i. Visible Water: Provide publicly visible displays of water use

CS1-III-ii. Shared Systems: Provide shared site-wide systems for rain water harvesting, greywater reuse, blackwater processing/reuse, centralized shared water cisterns. Provide for potential expansion with adjacent properties.

CS1-III-iii. Flow Reduction: Reduce flows into the municipal water system through stormwater management of building green roofs and walls.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Capitol Hill Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Sidewalk Width: Retain or increase the width of sidewalks

CS2-I-ii. Street Trees: Provide street trees with tree grates or in planter strips

CS2-I-iii. Entrances: Vehicle entrances to buildings should not dominate the streetscape

CS2-I-iv. Townhouse Orientation: Orient townhouse structures to provide pedestrian entrances to the sidewalk

CS2-I-v. Multiple Frontages: For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments.

CS2-I-vi. Zoning Sensitivity: Where possible, new development in commercial zones should be sensitive to neighboring residential zones.

CS2-II Corner Lots

CS2-II-i. Residential Entries: Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines.

CS2-II-ii. Retail Corner Entry: Provide for a prominent retail corner entry.

CS2-III Height, Bulk, and Scale Compatibility

CS2-III-i. Building Mass: Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.

CS2-III-ii. Views: Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.

CS2-III-iii. Sunlight: Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

CS2-III-iv. Broadway Scale: Help maintain and enhance the character of Broadway by designing new buildings to reflect the scale of existing buildings.

CS2-III-v. Broadway Storefronts: The pedestrian orientation of Broadway should be strengthened by designing to accommodate the presence or appearance of small storefronts that meet the sidewalk and where possible provide for an ample sidewalk.

CS2-IV Light Rail Station Sites

CS2-IV-i. Broadway Character: Enhance the character of Broadway as one of Capitol Hill's most prominent and vibrant shopping and public main streets.

CS2-IV-ii. Street Edge: Facades facing Broadway should reinforce the street edge.

CS2-IV-iii. Visual Break: Design the Broadway E. façade of site A such that there is a discernible visual break in the building mass that marks the pedestrian passthrough

CS2-IV-iv. Pedestrian Passthrough: Design the Broadway E. façade of site A such that a pedestrian pass through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:

- a. An inviting entry feature such as cascading stair or terrace (especially Site A)
- b. Commercial and retail uses that activate Broadway E. and that 'turn-the corner' into the mid-block crossing on Site A.
- c. Use mid-block crossing as transition point of building character, scale or mass.

CS2-IV-v. Visual Integration: Consider design approaches that visually integrate the 10th Avenue E. frontage with the low-rise multifamily residential context to the east. Setbacks at the upper levels are a valuable tool to help accomplish a scale compatible with that across the street.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Capitol Hill Supplemental Guidance:

CS3-I Architectural Concept and Consistency

CS3-I-i. Signage: Incorporate signage that is consistent with the existing or intended character of the building and neighborhood

CS3-I-ii. Canopies: Solid canopies or fabric awnings over the sidewalk are preferred.

CS3-I-iii. Illuminated Signs: Avoid using vinyl awnings that also serve as big, illuminated signs.

CS3-I-iv. Materials: Use materials and design that are compatible with the structures in the vicinity if those represent the neighborhood character.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

Capitol Hill Supplemental Guidance:

PL1-I Pedestrian Links

PL1-I-i. Pedestrian Links: Consider design approaches that provide clear, unobstructed pedestrian links between the station entries, public spaces on E. Denny Way, and the plaza space across E. Denny Way.

PL1-II Lighting

PL1-I-i. Lighting: Consider additional pedestrian lighting such as catenary suspended lighting to enhance the E. Denny Way Festival Street.

PL1-III Network of Public Spaces

PL1-III-i. Public Space Accessibility: Consider design approaches that make new public spaces easily accessible from existing sidewalks and public areas, and proposed new light rail station entries.

PL1-III-ii. Plaza: Consider design approaches to the pedestrian pass throughs of Site A and Site B in a way that draws the public into the plaza.

PL1-IV Outdoor Uses and Activities

PL1-IV-i. Plaza Activation: Within the plaza, consider appropriate substructures, built elements and utility connections to ensure the proposed plaza can be used for Farmer's Markets, performance and other temporary uses that provide interest and activity.

PL1-IV-ii. Grade Transitions: Consider taking advantage of grade changes between the plaza level and adjacent sites to create transitions used for seating or other amenities.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

Capitol Hill Supplemental Guidance:

PL2-I Human Scale

PL2-I-i. Building Entries: Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building’s architecture.

PL2-I-ii. Pedestrian Character: Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Entryways: Provide entryways that link the building to the surrounding landscape.

PL2-II-ii. Link Open Spaces: Create open spaces at street level that link to the open space of the sidewalk.

PL2-II-iii. Ingress/Egress: Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

PL2-II-iv. Residential Entrances: Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where unavoidable, minimize their impact to the vitality of the retail commercial streetscape.

PL2-III Personal Safety and Security

PL2-III-i. Lighting/Windows: Consider

- a. pedestrian-scale lighting, but prevent light spillover onto adjacent properties
- b. architectural lighting to complement the architecture of the structure
- c. transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach.

PL2-III-ii. Travel Area Distinction: Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

LIGHT RAIL STATION SITES

PL2-I Safety and Security

PL2-I-i. Upper-Level Amenity: Consider including amenity areas on upper levels of structures around the plaza as well as active uses fronting the plaza that contribute to eyes-on-the-plaza.

PL2-I-ii. Balconies/Terraces: Consider including usable balconies and terraces associated with individual housing units facing onto the plaza to provide oversight and contribute to architectural interest facing the plaza.

PL2-I-iii. Pedestrian Lighting: Consider installing pedestrian lighting such as catenary lighting along the E Denny Way Festival Street between sites A and C.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Capitol Hill Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Open Storefronts: Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods.

PL3-I-ii. Outdoor Seating: Provide for outdoor eating and drinking opportunities on the sidewalk by allowing restaurant or café windows to open to the sidewalk and installing outdoor seating while maintaining pedestrian flow.

PL3-I-iii. Visual Access: Install clear glass windows along the sidewalk to provide visual access into the retail or dining activities that occur inside. Do not block views into the interior spaces with the backs of shelving units or with posters.

LIGHT RAIL STATION SITES

PL3-I Street-Level Interaction

PL3-I-i. Flexible Retail: Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger ‘anchor’ or destination retail tenant.

PL3-I-ii. Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Capitol Hill Supplemental Guidance:

DC1-I Parking and Vehicle Access

DC1-I-i. Continuous Crosswalks: Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.

DC1-II Screening of Dumpsters, Utilities, and Service Areas

DC1-II-i. Dumpsters: Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

DC1-II-ii. Screening: For new development along Broadway that extends to streets with residential character—such as Nagle Place or 10th or Harvard Avenues East (see map on page 12)—any vehicle access, loading or service activities should be screened and designed with features appropriate for a residential context.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

Capitol Hill Supplemental Guidance:

LIGHT RAIL STATION SITES

DC2-I Architectural Concept

DC2-I-i. Building Identity: Consider an architectural concept that will contribute to distinct building design identities that function as a whole.

DC2-I-ii. Intersection Focus: Consider design approaches that could give a strong form or focus on site A at the intersection of Broadway E. and E. John St. near the main (north) station entry without obscuring or competing with the visual orientation to the transit

station entrance. This could be a prominent retail entry, an architectural expression or other feature.

DC2-I-iii. Grade Change: Consider addressing the grade change between Broadway E. and Nagle Place in such a way that engages the E. Denny Way Festival Street.

DC2-II Massing

DC2-II-i. Sun/Air Exposure: Consider scaling the mass of buildings on sites A and C facing the plaza and the E. Denny Way Festival Street so as to provide favorable sun and air exposure to the proposed plaza and Festival Street.

DC2-II-ii. Solar Setbacks: If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.

DC2-III Secondary Architectural Features

DC2-III-i. Station Entry: Consider design approaches that visually integrate the base of the building on Site A with the north station entry. Consider extending design elements from the station into the design of the base of the building on Site A.

DC2-III-ii. Public Art: Consider dynamic public art, information (potentially transit or train related) or dynamic displays including movies, green wall treatment, or public art installations to integrate the central vent shaft facility as a focal point of the plaza.

DC2-III-iii. Varied Facades: Consider exploring architectural features within ground level façades at the plaza such as recesses, bays, colonnades to ensure interest and variety.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

Capitol Hill Supplemental Guidance:

DC3-I Residential Open Space

DC3-I-i. Open Space: Incorporate quasi-public open space with residential development, with special focus on corner landscape treatments and courtyard entries.

DC3-I-ii. Courtyards: Create substantial courtyard-style open space that is visually accessible to the public view.

DC3-I-iii. View Corridors: Set back development where appropriate to preserve view corridors.

DC3-I-iv. Upper-floor Setbacks: Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

DC3-I-v. Street Trees: Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.

DC3-I-vi. Landscape Materials: Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.

DC3-I-vii. Porous Paving: Use porous paving materials to enhance design while also minimizing stormwater run-off.

DC3-II Landscape Design to Address Special Site Conditions

DC3-II-i. Aesthetic Consistency: Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character.

DC3-II-ii. Mature Street Trees: Supplement/complement existing mature street trees

DC3-II-iii. Onsite Trees: Incorporate street trees in both commercial and residential environments in addition to trees onsite.

LIGHT RAIL STATION SITES

DC3-I Open Space Concept

DC3-I-i. Plaza Relationship: Consider the relationship of the plaza to the surrounding buildings as well as to the E. Denny Festival Street and Cal Anderson Park a primary design consideration — one that will orient and elevate the design quality of adjacent streets and building façades.

DC3-I-ii. Festival Street Relationship: Consider design approaches that are informed but not dictated by that of the E. Denny Festival Street.

DC3-I-iii. Overhead Protection: Consider accommodating and not precluding temporary overhead protection across the plaza.

DC3-I-iv. Future Infrastructure: Anticipate and accommodate infrastructure for future programming of the plaza such as access to electricity and water.

DC3-I-v. Plaza Surface: Consider the following

- a. A progression of landscape and paving from green and soft at the park edge to a more urban texture at Broadway

- b. Textures and interest in the ground plane
- c. Places to sit gather and rest
- d. Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access
- e. Explore integration of an artistic, removable weather protection cover/canopy over the plaza

DC4 Exterior Elements and Finishes: Use appropriate and high-quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas with distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

Capitol Hill Supplemental Guidance:

DC4-I Height, Bulk, and Scale

DC4-I-i. Materials: Masonry and terra cotta are preferred building materials, although other materials may be used in ways that are compatible with these more traditional materials. The Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.

DC4-II Exterior Finish Materials

DC4-II-i. Building exteriors: Should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern or lend themselves to a high quality of detailing are encouraged.

1. Use wood shingles or board and batten siding on residential structures.
2. Avoid wood or metal siding materials on commercial structures.
3. Provide operable windows, especially on storefronts.
4. Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
5. Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
6. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

LIGHT RAIL STATION SITES

DC4-I Building Materials

DC4-I-i. High Quality Materials: Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building façades.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the Second Early Design Guidance meeting, the Board recommended moving forward to MUP application.